ARCHAEOLOGICAL OVERVIEW

KITIMAT - SKEENA 287 kV

TRANSMISSION LINE PROJECT

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TRANSMISSION LINE PROJECT

Prepared for:

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ENVIRONMENTAL RESOURCES
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TRANSMISSION LINE PROJECT

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EXECUTIVE SUMMARY

This report presents the results of an archaeological overview study by Arcas Consulting Archeologists Ltd for a proposed 287 kV transmission line in northwest British Columbia between Kitimat Substation at Kitimat and Skeena Substation near Terrace.

Introduction and Objectives

Archaeological resources are sites (places) which contain physical remains resulting from past cultural (human) activity (e.g., artifacts, butchered animal bones, structural features, human skeletons, etc.). Historic archaeological sites include heritage buildings and other architectural remains. In addition, this study was concerned with paleontological sites (locations which contain the fossil remains of plants and animals) and ethnic sites (places of traditional, social, or religious importance to a particular ethnic group or community, but which may not contain any physical remains attributable to that usage).

The overview was part of B.C. Hydro's multi-disciplinary transmission line route selection study. B.C. Hydro has identified two possible route options for the new 287 kV transmission line: Route A, which generally parallels the existing 287 kV line between the two substations, and Route B, a more direct route along the west side of the valley. For the first 8 km from Kitimat Substation, both routes share a common proposed alignment parallel to the existing 287 kV line. Several possible variations to Routes A and B have also been identified. These variations are identified by numbered nodes along the routes (Figure 1).

The overview study was to: (1) identify the location and extent of known heritage (archaeological) sites; (2) assess and map areas of high, moderate, and low heritage (archaeological) site potential; and (3) evaluate and map constraints to the development of this transmission line, and suggest mitigation measures to lessen the impact. The study area consisted of the valley from the mouth of the Kitimat River to just south of Terrace, but the overview focused primarily on two, circa 1 km-wide, corridors, one associated with each route option.

Methodology

The overview consisted of (1) an in-office review of known archaeological sites in the study area; (2) an in-office review of the local archaeological, ethnographic, historic, and paleontological literature to assist in the evaluation of archaeological site potential; (3) an in-office review of local biophysical information to assist in the evaluation of archaeological site potential; (4) a preliminary evaluation of archaeological site potential within the study area; (5) an in-field refinement of the preliminary assessment of archaeological site potential, including (a) an helicopter overflight of the study area, (b) a brief field inspection of potentially sensitive archaeological areas, and (c) discussions with individuals and organizations with knowledge of archaeological sites in the study area; (6) final mapping of areas with archaeological site potential; and (7) preparation of this report.

Results

At present, eleven archaeological sites and three paleontological sites are recorded in the study area. The archaeological sites are associated with both the native Indian and Eurocanadian utilization of the area. They include fishing stations, a culturally modified tree location, a village site, a hunting camp, a food storage pit, an isolated find, a homestead, a corduroy road, and the Kitimat railway station. The paleontological sites consist of marine shell fossils.

Six of the archaeological sites, and two of the paleontological sites, are situated within the two transmission line route corridors, although none are situated in direct conflict with any of the proposed route alignments within these corridors. However, the study area is virtually unknown archaeologically, and the actual number of archaeological sites in the study area is undoubtedly greater than the number recorded. This probability is supported by the references in the ethnographic literature to at least seven village locations, as well as several fishing places and other resource procurement sites, including several fishing, clamming, and beaver trapping places along the shores of Lakelse Lake and River, in the study area. However, it is not known how to what degree logging, as well as road, pipeline, and railroad construction, have destroyed these sites.

Six of the recorded eleven sites are located within the transmission line route corridors, but none are situated in direct conflict with proposed route alignments. However, three unrecorded former Indian village sites reportedly located within the transmission line route corridors could be in direct conflict with the proposed route alignments. Furthermore, extant sections of the Grease Trail, if any, could also be in direct conflict with some of the proposed route alignments.

In order to predict where construction of the transmission line might impact unrecorded archaeological sites, an assessment of archaeological site potential was conducted for both route corridors. Both corridors were divided into areas with moderate and less than moderate archaeological site potential. These areas were plotted on a 1:50,000-scale topographic route map (Figure 2).

The areas with archaeological site potential are primarily located along rivers, streams, and lakes, especially those which contain Indian food resources such as salmon, eulachon, and freshwater mussels. Table 1 lists the number of kilometers with archaeological site potential along each segment of all variations of both routes. From an archaeological perspective, the most acceptable route would be the route B variation which follows the eastern edge of the corridor (the "Iron Mountain route"). This variation crosses only 5.2 km of terrain with archaeological site potential. The two next best variations would cross approximately the same amount of terrain with archaeological site potential (circa 8.0 km): (1) the route A variation via nodes 3 and 4 near Lakelse Lake and segment 8-10 along the east side of the Kitimat River valley; and (2) the route B variation along the Iron Mountain route with segment 13-14-15 rather than the more direct 13-15.

Of particular importance, from an archaeological perspective, is the difference in potential site impact between variations 8-9-10, with 1.8 km of site potential terrain, and 8-10, with 9.9 km of site potential terrain, and (2) the difference in potential site impact between variation 15-17-19-21-23-24, located on the eastern edge of the route B corridor, and the several variations beginning at nodes 14 or 16 which follow the western edge of the corridor, the latter crossing considerably more terrain with archaeological site potential.

Recommendations

The present study is an archaeological overview as defined in *British Columbia Archaeological Impact Assessment Guidelines* (1989). Overviews are usually followed by impact assessments which are concerned with (a) the identification and evaluation of archaeological resources within a proposed development area, (b) the assessment of all impacts by the development on archaeological sites, and (c) the development of recommendations for the management of unavoidable adverse impacts on archaeological sites. Such an assessment will undoubtedly be required for this project because of its scale, location, and extent of potential impact.

In order to assess the potential effect of the transmission line project on the archaeological sites of the area, the following recommendations are made:

(1) That the impact assessment take place after the final transmission line route has been selected, but prior to construction start-up;

(2) That the impact assessment consider all aspects of project construction, operation, and maintenance as they relate to archaeological sites;

(3) That the impact assessment include consultations with all local Indian Bands for the purpose of identifying any traditional village sites, or other heritage places, which may be located along the selected transmission line route;

(4) That the field reconnaissance for the archaeological impact assessment be restricted to those areas along the selected transmission line route which (a) are considered to have moderate or high archaeological site potential (the areas of archaeological concern on Figure 2), and (b) those locations identified as being of heritage significance during consultations with the local Indian Bands;

(5) That established methods of field reconnaissance be used during the impact assessment, including both surface inspection and subsurface testing, the latter being especially important in heavily vegetated areas and areas of high archaeological site potential.

These areas of high site potential include well-drained river banks and terrace margins; river and major creek crossings, especially of creeks containing important food fish; lake shores; areas in proximity to known fossil occurrences; areas in close proximity to previously recorded archaeological sites; and reported ethnographic sites.

ACKNOWLEDGEMENTS

Arcas Consulting Archeologists Ltd would like to thank the Environmental Resources division of B.C. Hydro for their support of this study. In particular, we would like to acknowledge the assistance of Mark Walmsley, Coordinator of the Project Environmental Study Team, and of the other members of the study team who shared environmental and potential impact information. We are also indebted to the following residents of the Kitimat - Terrace area who gave of their time and provided us with their views on the potential heritage concerns for this project: Mel Bevin, Motserrat Gozalez, Joanne Monahan, Bob Sankey, Charles Shaw, and Dave Walker.

Although this study could not have been completed without the contribution of a number of people, Arcas Consulting Archeologists Ltd is solely responsible for the content of this report, including any errors, omissions, or other shortcomings. The professional opinions expressed in this report are those of the author (A. Stryd) and the project's research archaeologist (G. Howe).

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1.0. INTRODUCTION

At the request of B.C. Hydro, Arcas Consulting Archeologists Ltd undertook an archaeological overview study for a proposed 287 kV transmission line between Kitimat Substation at Kitimat and Skeena Substation near Terrace. This report presents the results of that study.

1.1. Background

This report is part of a multi-disciplinary study initiated by B.C. Hydro to select a route for a 287 kV transmission line between Kitimat Substation at Kitimat, and Skeena Substation southeast of Terrace. Arcas Consulting Archeologists Ltd was responsible for the archaeological resource component of this study.

Archaeological resources are sites (places) which contain physical remains resulting from past cultural (human) activity (e.g., artifacts, butchered animal bones, structural features, human skeletons, etc.). Following the *British Columbia Archaeological Impact Assessment Guidelines* (1989), archaeological sites are either prehistoric sites, which contain artifacts and/or structural features of only aboriginal (Indian) origin, or historic sites, which contain artifacts and/or structural features of non-aboriginal (Asian, European, etc.) design or manufacture. The latter include heritage buildings and other significant architectural remains. In British Columbia, prehistoric archaeological sites predate the arrival of the Europeans and can be investigated only by archaeological methods (primarily excavation) whereas historic sites postdate the arrival of the Europeans and can be studied not only by archaeological methods, but also potentially through the analysis of written records such as diaries, government documents, newspapers, etc.

In addition to archaeological sites as defined above, this study was concerned with paleontological sites and ethnic sites. Paleontological sites contain the fossil remains of plants and animals, whereas ethnic sites are places of traditional, social, or religious importance to a particular ethnic group or community, but which may not contain any

physical remains attributable to that usage. Native Indian ritual places with no physical evidence for their use as such would be examples of ethnic sites.

1.2. Terms of Reference

As defined in the Terms of Reference issued by B.C. Hydro, the overall objective of the archaeological overview was to contribute archaeological resource information to the transmission line route selection study. More specifically, the overview study was to:

(1) identify the location and extent of known heritage (archaeological) sites;

(2) assess and map areas of high, moderate, and low heritage (archaeological) site potential;

(3) evaluate and map constraints to the development of this transmission line, and suggest mitigation measures to lessen the impact;

(4) participate in multi-disciplinary route evaluation meetings; and

(5) provide a report on the results of (1) through (4) above.

1.3. Study Schedule

The overview study took place between October 17, 1989, and March 8, 1990. Background research, including a review of previous research and a preliminary assessment of archaeological site potential, occurred between October 17 and November 6, 1989, and was followed by a preliminary field reconnaissance on November 12 - 15, 1989. The final mapping of site potential took place between November 16 and December 15, 1989, and the overview report was written between January 17 and March 8, 1990.

1.4. Study Personnel

B.C. Hydro's Kitimat - Skeena 287 kV transmission line environmental assessment study was headed by Mark Walmsley. Mr. Walmsley provided direction for the archaeological component of the study. The archaeological overview was under the overall direction of Dr. Arnoud Stryd, senior archaeologist with Arcas Consulting Archeologists Ltd. Much of the archaeological research, including all background research, field work, and site potential assessment, was carried out by Geordie Howe, research archaeologist with Arcas Consulting Archeologists Ltd. The site potential assessment was reviewed by Arnoud Stryd. The preliminary ethnographic research was undertaken by Randy Bouchard and Dorothy Kennedy, anthropologists with the B.C. Indian Language Project in Victoria. The report was authored by Arnoud Stryd, except for Appendix I, which was written by Randy Bouchard and Dorothy Kennedy. B.C. Hydro contributed Figure 1; the site potential map at the end of the report (Figure 2) was prepared by Geordie Howe and drafted at B.C. Hydro.

2.0. THE DEVELOPMENT PROJECT AND STUDY AREA

2.1. The Development Project

B.C. Hydro presently has one 287 kV transmission line between Alcan's Kitimat Substation, located southwest of Kitimat, and B.C. Hydro's Skeena Substation, located southeast of Terrace (Figure 1). However, a new 287 kV line will be necessary to transmit into the existing B.C. Hydro transmission system additional electricity to be purchased from Alcan's Kemano completion project. The new line would consist of a single circuit with wood pole H-frame structures placed between 200 and 250 m apart. The new line right-of-way would be 32 m wide. A line termination with associated switching facilities will also be needed at Skeena Substation, including a microwave communication link to Kitimat Substation. Project completion is scheduled for late 1994.

B.C. Hydro has identified two possible route options for the new 287 kV transmission line (Figure 1). Route A is approximately 63 km long and generally parallels the existing 287 kV line between the two substations. Route B, along the west side of the valley, is a more direct route and is approximately 51 km long. For the first 8 km from Kitimat Substation, both routes share a common proposed alignment parallel to the existing 287 kV line, although several divergences will be required to avoid areas of steeper terrain, existing pipeline facilities, etc.

Several possible variations to Routes A and B have also been identified. These variations are identified by numbered nodes along the routes (Figure 1). Combinations of node numbers can be used to designate specific route segments.

2.2. The Study Area

The study area is situated in northwest British Columbia approximately 650 km from Vancouver. It consists of the valley west of

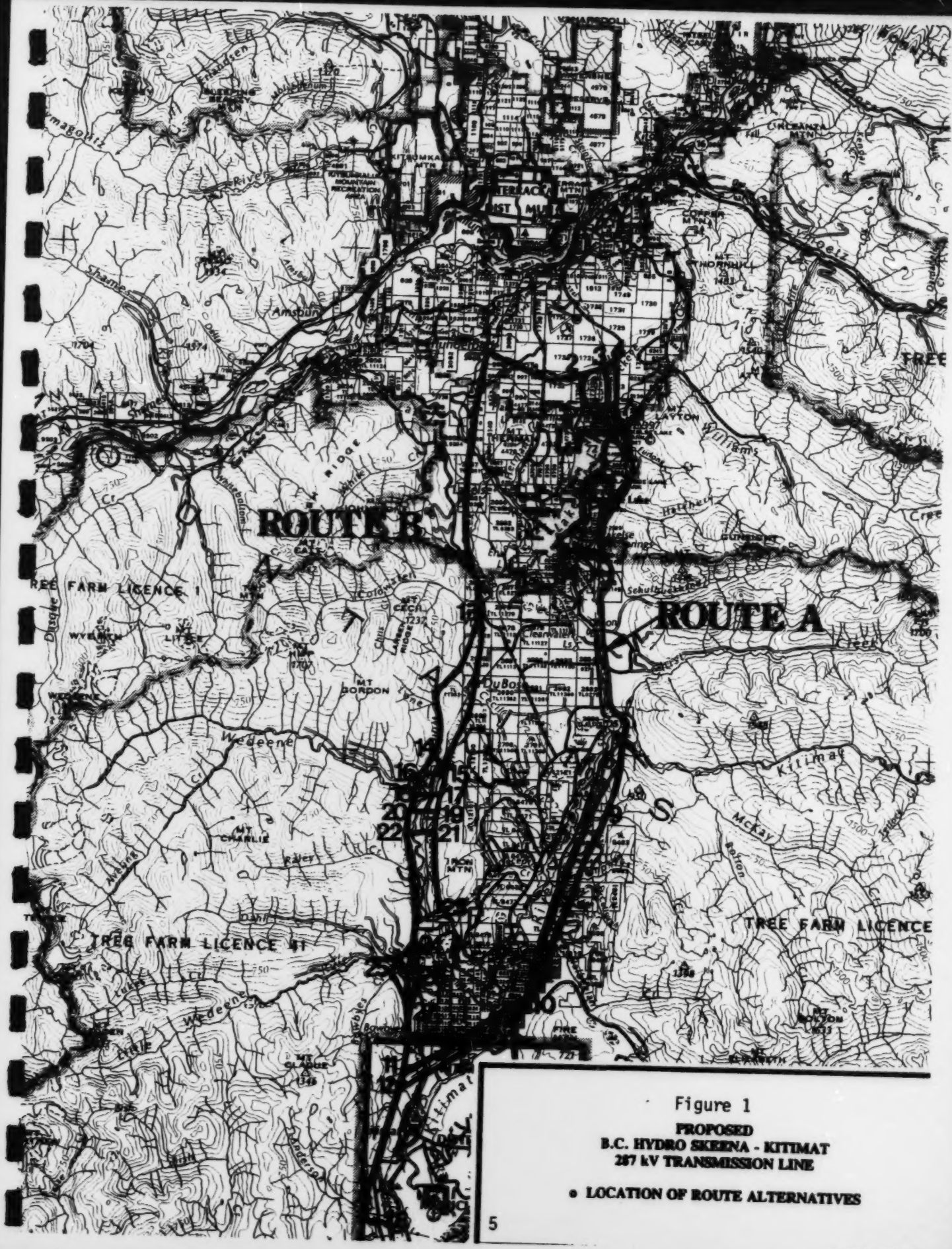

Figure 1

PROPOSED
B.C. HYDRO SKEENA - KITIMAT
287 kV TRANSMISSION LINE

• LOCATION OF ROUTE ALTERNATIVES

Highway 25 from the mouth of the Kitimat River to just south of the community of Terrace. This valley area is approximately 60 km long by 5 km wide, and is surrounded by the Coast Mountains. Much of the valley area is drained by the south-flowing Kitimat River and its major tributaries, the Wedeene and Little Wedeene Rivers. The northern part of the valley drains northward via Lakelse Lake and the Lakelse River into the Skeena River. Much of the valley has been logged and, in many areas, replanted for future harvesting. The area is also used for trapping, hunting, fishing, and recreation.

Although the study area consisted of the entire valley area between the two substations, the environmental assessment study, including the archaeological overview, focused primarily on two, circa 1 km-wide, corridors, one associated with each route option. The corridors are mapped in Figure 2 in the map pocket at end of the report. The study emphasized these corridors because it was anticipated that the new line would eventually be located within one of these two corridors. Nevertheless, the study also reviewed archaeological information for other parts of the valley, archaeological concerns for the entire valley were solicited from interested parties.

2.3. Native Peoples (Ethnography)

As part of the background research for this study, Randy Bouchard and Dorothy Kennedy produced a report on the Indian history and utilization of the study area. This report is attached as Appendix I. Bouchard and Kennedy note that the study area includes lands traditionally utilized by several different Indian groups: in the northern part of the valley, the Gilutsau and Gispakloats, two tribes who, along with seven other tribes, are known collectively as the "Lower Skeena Tsimshian", and the Kitsumkalum and Kitselas, two tribes who together are known as the "Canyon Tsimshian; and in the southern part of the valley, the Kitamaat tribe. The Kitamaat are Haisla speakers, whereas the other tribes speak the Coast Tsimshian language. Culturally, these Indian peoples were similar. All were seasonally-nomadic fisherman who supplemented their diet with sea mammals, fish roe, land mammals, and berries.

These peoples resided in permanent winter villages of large post-and-beam houses, but moved to fishing villages and various temporary camps at other times of the year. Eulachon grease was traded from the Kitimat River to the Skeena River along a trail known as the "grease trail." In post-contact times, native people trapped fur bearers in the study area.

In the southern part of the study area, in the lower Kitimat River valley, at least six village locations, as well as several fishing places and other resource procurement sites, have been reported (Appendix I). The fishing places include at least two weirs (open-mesh "fences" built across rivers and streams to impede fish migrations so that the fish could be speared, trapped, or netted). An area for yellow cedar bark stripping was also reported. In the northern part of the study area, several fishing, clamming, and beaver trapping places have been reported along the shores of Lakelse Lake and River (Appendix I), but the only Indian village was situated at the mouth of Lakelse River, outside the study area (Smith n.d., cited in Inglis and MacDonald 1979:9).

2.4. Archaeology

Although a considerable amount of archaeological research has taken place along the Skeena River near Terrace at Kitselas and elsewhere (e.g., Archer 1987, 1988; Coupland 1985, 1988; Inglis and MacDonald 1979; MacDonald 1983; McMurdo 1975), virtually no archaeological work had taken place in the study area. A total of eleven archaeological sites are presently recorded in the study area. All were recorded by local residents, or by archaeologists visiting the area while engaged in research elsewhere. In 1975, the Haisla Youth Club, a youth organization of the Kitamaat Indian Band, surveyed for archaeological sites the Kitimat valley from the head of Kitimat Arm to the rise of land about 30 km up the valley which divides the Kitimat and Skeena drainages (Mishra 1975). They surveyed primarily along logging roads which followed the edges of terraces close to the river. They found no archaeological sites, and concluded that extensive logging had destroyed whatever sites might have existed in the area (Mishra 1975:3).

The eleven recorded archaeological sites include one village site with nearby eulachon fishing area (site registration number GaTd 3), two fishing stations (GcTd 1 and 2), a food storage pit (GaTe 1), a hunting camp (GaTd 2), a single stone artifact (GcTd 4), two culturally modified tree (CMT) sites (GaTd 1 and GbTe 1), an historic farm (GaTe T1), an historic corduroy road (GaTd 5), and the Kitimat CNR railway station (GaTe 2).

Archaeological excavations in the study area are limited to a brief testing of the Carlson farmhouse (GaTe T1) in 1982 by the Archaeological Society of British Columbia (Kitimat Chapter) and the Kitimat Centennial Museum under the direction of James Tirrul-Jones. The results of that work have been presented by Tirrul-Jones (1983). Tirrul-Jones (1984) also undertook a detailed mapping of the archaeological eulachon harvesting station associated with the remains of Old Village (GaTd 3) on Kitamaat Indian Reserve No. 1.

Culturally modified trees (CMTs) appear to have been plentiful in the study area. According to Mishra (1975:4), "bark-stripped trees ... occurred wherever there were trees that had survived logging." Hicks (1984:13) reported bark-stripped trees from the Kitimat area dated to 1771-1889, and CMTs with test holes were recorded at site GaTd 1.

The Grease Trail reported in the anthropological literature between the mouth of the Kitimat River and the Skeena River has not been identified archaeologically. The trail followed the west side of the Kitimat River near the CN Rail line to the west side of Lakelse River. It then went along the west side of Lakelse Lake north to the confluence of the Zymoetz and Skeena Rivers (Kitimat-Stikine Regional District 1981). Logging and railroad construction may have destroyed much of this trail, but sections of it could still exist.

The prehistory of the study area is unknown, since no prehistoric archaeological sites have been dug in the valley. However, the area has probably been used and occupied by native people for a considerable time, since excavations along the Skeena River have revealed more

than 4,500 years of occupation and utilization. At Kitselas Canyon, east of Terrace, sites with deposits in excess of 4,500 years old have been identified, and village sites at Terrace have been dated to the last 4,000 years (Archer 1987, 1988; Coupland 1988; Inglis and MacDonald 1979). There are no reasons to suspect that Indian use of the study area does not have at least a similar antiquity.

2.5. Recent History

The first European to visit the study area was Capt. Vancouver, who sailed to the mouth of the Kitimat River in June of 1793. Intensive European contact began along this part of the coast in the early 1830s with the establishment of the Hudson's Bay Company's trading centre at Port Simpson. As early as 1839, the Hudson's Bay Company's trading vessel, The Beaver, made contact with the Ke-te-mart (Kitamaat) Indians at the head of Douglas Channel (Hudson's Bay Company 1839).

In 1859, Major Downie undertook an exploration of the Skeena River, and, with the arrival of the Collins Overland Telegraph in the vicinity of Hazelton in the mid 1860s, the lower Skeena River became a major supply route. The first non-Indian residents of the study area arrived during the 1872 Omineca gold rush, and the subsequent gold explorations in the Kitlselas Canyon area. With increased river traffic, people homesteaded at various landings along the Skeena River, including Terrace. Beginning in 1889, Indian Reserves were set aside for the Kitamaat Indians, while lands for the Lower Skeena River people were reserved in the early 1890s.

In 1891, George Anderson established a missionary at Kitamaat and was soon joined by more missionaries and homesteaders. With the establishment of the fish hatchery on the Lakelse River (1900) and the Dominion Telegraph Line (1901-1902), as well as the development of forestry and mining in the region, the study area underwent population growth, resulting in the opening up of large tracts of land for public sale in 1905, and the construction of a rail line along the Skeena River in the early 1910s. The next major period of population growth occurred in the

early 1950s with construction of the smelter at Kitimat by the Aluminum Company of Canada and the CNR branch line to Kitimat from Terrace.

2.6. Paleontology

The geology and paleontology of the study area has been described by Gottesfeld (1985). He reports several fossil sites in the study area, including "assemblages dating from 13,000 to 9,000 years ago may be seen along the Kitimat River below the upper bridge, at Sentinel Hill west of Kitimat Townsite, at the Sand Hill near the Eurocan plant, ... at Mickey's Cove south of the Alcan Floats [, and] ... at Williams Creek, east of Lakelse Lake" (Gottesfeld 1985:67). The fossils found at these sites consist of marine shells, and the three assemblages are similar in composition and age.

3.0. METHODOLOGY

3.1. Study Plan

In order to obtain the information required for the overview study as established in the Terms of Reference (Section 1.2.), a study plan consisting of several tasks was adopted:

Task 1. An in-office review of known archaeological sites in the study area. This task included the procurement of archaeological site maps and site forms, the review of those forms and maps, and the plotting of site locations on study area maps.

Task 2. An in-office review of the local archaeological, ethnographic, and historic literature to assist in the evaluation of archaeological site potential. This task included the identification, procurement, and review of relevant published and unpublished literature. The paleontological literature was also briefly examined.

Task 3. An in-office review of local biophysical information to assist in the evaluation of archaeological site potential. This task included discussion with study team members, and the review of aerial photographs and topographic maps.

Task 4. A preliminary evaluation and mapping of archaeological site potential within the study area based on tasks 1 through 3.

Task 5. An in-field refinement of the preliminary assessment of archaeological site potential. This task included (a) an helicopter overflight of the study area, (b) a brief field inspection of potentially sensitive archaeological areas, and (c) discussions with individuals and organizations with knowledge of archaeological sites in the study area.

Task 6. Final mapping of areas of archaeological site potential, within the transmission line route alternative corridors (Appendix II).

Task 7. Preparation of a study report containing the results of tasks 1 through 6.

3.2. Study Methods

Review of Known Archaeological Sites (Task 1)

A list of all previously recorded archaeological sites in the Kitimat River valley was obtained in a search of the B.C. Archaeological Site Inventory File maintained by the Archaeology and Outdoor Recreation Branch (AORB) of the Ministry of Municipal Affairs, Recreation and Culture, in Victoria. Copies of relevant archaeological site inventory (registration) forms were obtained from the same source. The site forms were reviewed for information about site location, type, size, and significance. Archaeological site locations were plotted on a 1:50,000 scale map (Figure 2).

Literature Review (Task 2)

The local archaeological, ethnographic, historic, and paleontological literature was examined for information which would assist in the evaluation of archaeological site potential. This task included the identification, procurement, and review of the relevant published and unpublished literature. A search of *Archaeological Field Research in British Columbia: An Annotated Bibliography* (1989), issued by the AORB, along with a search of several journals, identified the major archaeological references. Historic information was obtained from several sources, notably *One Hundred Years of History - Terrace, B.C.* by N. J. Kerby (1984), and *Kitimat My Valley* by E. A. Varley (1981). Bouchard and Kennedy examined the ethnographic literature, using the library holdings of the B.C. Indian Language Project, supplemented by research at the British Columbia Archives and Records Service, Victoria. Paleontological information came primarily from *Geology of the Northwest Mainland* by Allen Gottesfeld (1985).

Relevant documents were obtained, and reviewed for background information, for information on the nature and distribution of known archaeological, historic, ethnological, and paleontological sites in the study area, and on the potential for unrecorded archaeological, historic, ethnological, and paleontological sites in different parts of the two route corridors. The sources consulted are listed in the References Cited at the end of this report.

A particularly relevant source obtained was an archaeological resource potentiality map of the Kitimat-Terrace area prepared by the AORB (then the Archaeological Sites Advisory Board) for the Environment and Land Use Committee Secretariat in 1975. Present staff at the AORB have no knowledge of this map, or who produced it. This map, which has not been published, defines six archaeological potentiality ratings based on landforms and distance from water.

Review of Biophysical Information (Task 3)

Initial discussions with members of the B.C. Hydro study team and a review of topographic maps provided preliminary biophysical information for both corridors. This information was then supplemented during the brief field work (Task 5). Biophysical information was obtained during the helicopter overflight and during the subsequent on-ground inspection of both corridors (see below).

Field Assessment of Site Potential (Tasks 5a and 5b)

Included in the field assessment was (a) an helicopter overflight of the study area, and (b) a brief field inspection of potentially sensitive archaeological areas within both route corridors. The low-altitude overflight covered all of both route corridors. During the on-ground inspection, vehicular access was used to (a) visit, where possible, all previously recorded sites in order to determine present site condition; (b) examine all areas within both corridors considered to be of moderate or high site potential as a result of the preliminary in-office site potential assessment (Task 4); and (c) obtain biophysical information for various parts of both corridors. This information was

recorded on 1:50,000 scale maps of the study area, and in a field journal.

Consultations with Individuals and Organizations (Task 5c)

Discussions were held with a number of individuals and organizations with knowledge of archaeological sites in the area, or with possible concerns about the effect which the proposed 287 kV transmission line project would have on archaeological sites. Discussions were held with the following individuals regarding archaeological and other kinds of heritage sites in the area:

1. Mr. Mel Bevin, Chief/Band Manager, Kitselas Indian Band
2. Ms. Motserrat Gozalez, Curator, Kitimat Centennial Museum
3. Ms. Joanne Monahan, Alderman, Kitimat
4. Mr. Bob Sankey, Chief, Port Simpson Indian Band (by telephone)
5. Mr. Charles Shaw, Councillor, Kitamaat Indian Band (by telephone)
6. Mr. David Walker, local avocational archaeologist

Because of weather difficulties no meeting was held with the Kitamaat Indian Band. Instead, planner John Dumbrell of Urban Systems Ltd, a member of the B.C. Hydro study team, met with Mr. Ken Hodgins, Director of Administration for the Kitamaat Indian Band, on behalf of Arcas Consulting Archeologists Ltd.

Assessment of Archaeological Site Potential (Tasks 4 and 6)

The purpose of the archaeological site potential assessment was to determine the likelihood of unrecorded archaeological sites in various parts of both route corridors. Even though the AORB had prepared an archaeological resource potentiality map of the Kitimat-Terrace area prepared in 1975, the present assessment was undertaken so that (a) current information, especially the condition of recorded sites and the degree of land disturbance, could be considered, and (b) local residents and organizations would have an opportunity for contributing what they knew about the archaeological and other kinds of heritage sites in the area.

This assessment was divided into a preliminary (Task 4) and final assessment (Task 6), separated by the field inspection and consultation with individuals and organizations (Task 5). Both assessments relied on the following considerations: (1) the absence or presence of previously identified archaeological sites in the immediate vicinity of each unexamined right-of-way section; (2) the biophysical characteristics of each unexamined section; (3) the amount of ground disturbance in each unexamined section; and (4) the traditional land-use and settlement practises of the native Indians who resided along the route.

The absence or presence of previously identified heritage sites was considered because site locations -- at least in the case of prehistoric archaeological sites -- are usually clustered, that is, they occur in groups, and the presence of already identified sites may indicate that other sites exist nearby. Information on previously recorded heritage site locations were obtained from the Archaeological Site Inventory of the AORB.

Biophysical characteristics were considered because archaeological studies throughout southern British Columbia have shown that archaeological site locations are often correlated with certain microenvironmental characteristics. Consequently, the absence or presence of these characteristics can be used to predict the likelihood of site occurrences. The following biophysical attributes were used to assess archaeological site potential: proximity to potable water and aquatic resources, soil drainage quality, wildlife support capability, view of surrounding terrain and game movement, aspect (i.e., exposure to sunlight), vegetation cover, and surface topography (i.e., amount of slope).

The amount of ground disturbance is an important consideration, since the likelihood of impacting archaeological sites is reduced in areas which have been disturbed by urban development, highway construction, cultivation, etc.

A consideration of traditional native Indian land-use and settlement practices permits identification of the kinds of locations in which native people might have built villages, erected temporary camps,

and conducted activities such as river and lake fishing, animal hunting and butchering, plant and root collecting, etc. Information about prehistoric and early historic native Indian land-use and settlement came from the consulted literature.

After all pertinent information was obtained for a particular area within one of the route corridors, that area was given a low, moderate or high archaeological site potential rating. Because of the scarcity of high site potential, all areas of high and moderate potential were mapped together as "areas of archaeological concern of Figure 2 (map in pocket at end of report). Areas of archaeological concern include well-drained river banks and terrace margins; river and major creek crossings, especially of creeks containing important food fish; lake shores; areas in proximity to known fossil occurrences; areas in close proximity to previously recorded archaeological sites and reported ethnographic sites. Areas of archaeological concern exhibited moderate disturbance.

Areas not of archaeological concern are those with nil or very low site potential. These include wetlands and bogs; steep slopes; badly disturbed terrain; areas with few native Indian food resources; areas homesteaded after World War I; and areas unsuited geologically for paleontological fossils.

The assessment was conducted without reference to the archaeological resource potentiality map of the Kitimat-Terrace area prepared by the AORB. The results of the assessment were then compared to the AORB map. In the few cases where there were significant discrepancies, the results of the assessment were reviewed before a final evaluation was proposed. The final results of the assessment were then plotted on a 1:50,000-scale topographic route map (Figure 2).

Reporting (Task 7)

The assessment concluded with the preparation of this report. The report was produced in a format compatible with B.C. Hydro requirements.

4.0. RESULTS AND DISCUSSION

This section contains the results of the archaeological overview study for the proposed Kitimat - Skeena 287 kV transmission line.

4.1. Archaeological Sites in the Study Area

Our knowledge about the nature and distribution of archaeological sites in the study area is incomplete due to the lack of systematic archaeological survey work in the valley. Only eleven archaeological sites are recorded at present in the study area. These sites are associated with both the native Indian and Eurocanadian utilization of the area. They include fishing stations, a CMT location, a village site, a hunting camp, a food storage pit, an isolated find, two homesteads, a corduroy road, and the Kitimat railway station. The antiquity of most of the sites is not known.

The actual number of archaeological sites in the study area is undoubtedly greater than the number recorded. The anthropological research indicates that several kinds of archaeological sites can be expected in the study area, including Indian villages (at least in the lower Kitimat River valley); fishing stations, including weirs in some of the shallower rivers and streams; small hunting, collecting, and trapping camps; bark-stripped trees, and undoubtedly other kinds of CMTs; and trade trails.

The anthropological literature contains references to at least seven Indian villages in the study area, along with a number of smaller fishing stations, hunting camps, etc. The lack of recorded archaeological village sites, as well as the fact that much the valley was used traditionally by a number of Indian tribes, and the apparent ubiquity of CMTs in unlogged areas, suggests that the valley has a considerable potential for archaeological sites of Indian cultural affiliation. Similarly, the presence of European settlers in the area for about 100 years suggests that the valley has a considerable potential for archaeological sites of Eurocanadian cultural affiliation.

Logging in the valley appears to have disturbed the ground surface in many parts of the study area. Because of the severe land alterations associated with most logging activities, logging can destroy or severely disturb entire sites, especially those found exclusively on the modern ground surface. Buried sites, or the buried parts of sites, sometimes are spared disturbance from logging, depending on the depth of the land alteration. Other development projects, notably road and gas pipeline construction, have undoubtedly also impacted archaeological sites in the valley. At present, it is not clear the degree to which the archaeological sites of the area have escaped these activities.

Of the eleven record archaeological sites in the study area, six are located within the route corridors. The six sites are: **GcTd 2**, a fishing station with storage pits on Lakgeas Indian Reserve No. 87 on the north bank of the Lakelse River (route B corridor); **GcTd 4**, an isolated find on the south bank of the Lakelse River near Lakelse Indian Reserve No. 25 (route B corridor); **GbTe 1**, a CMT location on the west bank of the Wedeene River near Iron Mountain (route B corridor); **GaTd 2**, a small hunting or butchering camp at the confluence of the Wedeene and Kitimat Rivers (route A corridor); **GaTe 2**, the Kitimat Railway Station; and **GaTe T1**, the Carlson Farmstead excavated by Tirrul-Jones in 1983 (route A/B corridor). Two paleontological fossil localities also exist within the route corridors, one at Sand Hill near the Euro-Can plant (route A/B corridor), and the other along the west side of the Kitimat River just south of the northernmost crossing of the river by Highway 25 (route A corridor).

Like the study area as a whole, the actual number of archaeological sites in the two route corridors is undoubtedly greater than the number recorded. The anthropological research identified three former Indian villages which apparently were located within the route A corridor, and at which there could be archaeological remains. These are the villages of *Vlak-ak-siouks* and *Canim-mac* on both sides of the Kitimat River near the present B.C. Hydro transmission line crossing of the Kitimat River, and the village of *Wajewleesa* near the northernmost highway bridge across the Kitimat River. In addition, almost all of the Kitimat to Lakelse segment of the former Grease Trail between the mouth of the

Kitimat River and the Skeena River is reportedly located within the route B corridor. However, logging and railroad construction has probably destroyed all evidence of this trail within the corridor for no stands of old-growth forest -- the settings in which remnants of the trail are most likely to survive -- remain within the corridor.

4.2. Direct Conflicts

Of the six archaeological and two paleontological sites recorded within the two transmission line corridors, none are in direct conflict with the any of the proposed route alignments within the corridors. These sites could be vulnerable, however, to impacts from ancillary developments such as access road construction.

In contrast to the recorded archaeological sites, three unrecorded former Indian villages reportedly located within the two transmission line corridors could be in direct conflict with the proposed route alignments. The villages of *Vlak-ak-siouks* and *Canim-mac* on the Kitimat River near the present B.C. Hydro transmission line crossing could be impacted by construction of the 10-11 and 10-12 segments of the route A alignment, whereas the village of *Wajewleesa* near the northernmost highway bridge across the Kitimat River could be impacted by construction of the 7-8 segment of the route A alignment (see below for description of these segments). Because these reported village locations have not been examined archaeologically, it is not possible to determine absolutely at this time whether or not there would be an impact at these locations if the relevant segments of the transmission line alignment were adopted. Furthermore, extant sections of the Grease Trail, if any, could also be in direct conflict with parts of the route B and A/B alignments. The existence and specific locations of these trail segments would have to be determined before their impact status can be evaluated.

4.3. Archaeological Site Potential

Although it is not possibly to quantify the potential impact by

the proposed Kitimat - Skeena transmission line on archaeological sites, it is possible to predict with some accuracy where such impacts might take place through an assessment of the potential for archaeological sites in any particular part of the transmission line route. This prediction is possible because, as noted in Section 3.2., archaeological site locations are usually clustered, and often correlate with certain microenvironmental characteristics. Site locations can further be predicted on the basis of the traditional land-use and settlement practises of the Indian peoples of the area.

Using the methodology described in Section 3.2., both route corridors were divided into areas of archaeological concern, i.e., areas with moderate or high archaeological site potential, and of low archaeological site potential. In other words, areas assessed as having a moderate or better archaeological site potential are distinguished from areas having less than a moderate potential for containing archaeological sites. Areas with moderate and high site potential were combined for clarity of presentation and plotted on a 1:50,000- scale topographic route map. This map is attached as Figure 2.

The areas of archaeological concern are primarily located along rivers, streams, and lakes, especially those which contain Indian food resources such as salmon, eulachon, and freshwater mussels. Some of the areas consist of well-drained elevated land suitable for camps and village sites. The areas with site potential also have relatively little surface disturbance.

Each of the segments of both routes are discussed separately. The segments are identified by node numbers (Figures 1 and 2).

4.3.1. Route A

Segment 1-2-3-4-7: This segment traverses 1.5 km of terrain with archaeological site potential located at the crossings of Sockeye Creek, Williams Creek, and an unnamed creek.

Segment 1-2-5-6-7: This segment traverses 4.2 km of terrain with archaeological site potential located along the northern shore of Lakelse Lake, and at the crossings of Williams Creek and several unnamed creeks.

Segment 1-2-3-6-7: This segment crosses 3.5 km of terrain with archaeological site potential located along Sockeye Creek and at the crossing of Williams Creek.

Segment 7-8: This segment crosses 3.0 km of terrain with archaeological site potential located at the crossing of Furlong, Hatchery, and Schulbuckhand Creeks, and at the crossing of the Kitimat River. The latter has especially high archaeological site potential because of the reported former village of *Wajewleesa* near the existing highway and B.C. Hydro transmission line crossing.

Segment 8-10: This segment crosses 9.9 km of terrain with archaeological site potential located at several creek crossing (Humphrey, Nalbeelah, and several unnamed), and on the Kitimat valley bottom, especially where the alignment is close to the Kitimat River.

Segment 8-9-10: This segment crosses 9.9 km of terrain with archaeological site potential located at the crossing of Humphrey and Nalbeelah Creeks, the crossings of several unnamed creeks, and along the eastern fringes of the Kitimat valley at the base of the mountains.

Segment 10-11: This segment crosses 1.7 km of terrain with archaeological site potential located at the crossing of the Kitimat River. The former villages of *Vlak-ak-siouks* and *Canim-mac* could be in direct conflict with this segment, depending on their exact location.

Segment 10-12: This segment crosses 1.6 km of terrain with archaeological site potential located at the crossing of the Kitimat River. The former villages of *Vlak-ak-siouks* and *Canim-mac* could be in direct conflict with this segment, depending on their exact location.

4.3.2. Route B

Segment 1-13: This segment crosses 1.0 km of terrain with archaeological site potential located at the crossing of the Lakelse River.

Segment 13-14: This segment crosses 3.9 km of terrain with archaeological site potential located along West Lake, Coldwater Creek, Cecil Creek, and Lone Wolf Creek, at the crossings of Coldwater and Lone Wolf Creeks, and at the crossing of an unnamed creek.

Segment 13-15: This segment crosses 1.9 km of terrain with archaeological site potential located along Coldwater Creek, the kettle holes east of West Lake, and Cecil Creek, at the crossings of Coldwater and Cecil Creeks, and at the crossing of an unnamed tributary of Cecil Creek.

Segment 14-15: This segment crosses 0.6 km of terrain with archaeological site potential located along Lone Wolf Creek and in the Wedeene River valley.

Segment 14-16-18-20-22-24: This segment crosses 6.1 km of terrain with archaeological site potential located along Lone Wolf Creek valley, along the western margin of the Wedeene River valley south of its confluence with Lone Wolf Creek, and at the crossing of the Wedeene River, Lone Wolf Creek, Raley Creek, and several unnamed creeks.

Segment 15-16-18-20-22-24: This segment crosses 5.0 km of terrain with archaeological site potential located in the Wedeene River valley near Lone Wolf Creek, along the western margin of the Wedeene River valley south of its confluence with Lone Wolf Creek, and at the crossing of the Wedeene River, Lone Wolf Creek, Raley Creek, and several unnamed creeks.

Segment 17-18-20-22-24: This segment crosses 4.4 km of terrain with archaeological site potential located along the western

margin of the Wedeene River valley, and at the crossing of the Wedeene River, Raley Creek, and several unnamed creeks.

Segment 19-20-22-24: This segment crosses 3.6 km of terrain with archaeological site potential located along the western margin of the Wedeene River valley, and at the crossing of the Wedeene River, Raley Creek, and several unnamed creeks.

Segment 21-22-24: This segment crosses 2.7 km of terrain with archaeological site potential located at the crossing of the Wedeene River, Raley Creek, and several unnamed creeks.

Segment 15-17-19-21-23-24: This segment crosses 1.5 km of terrain with archaeological site potential located at the crossing of the Wedeene River, Deception Creek, and an unnamed creek.

Segment 24-25-27: This segment crosses 0.8 km of terrain with archaeological site potential located along the southern margin of the Wedeene River valley.

Segment 24-26-27: This segment crosses 1.4 km of terrain with archaeological site potential located at the crossing of the Wedeene River and along the southern margin of the Wedeene River valley.

Segment 24-27: This segment crosses 1.2 km of terrain with archaeological site potential located at the crossing of the Wedeene River and along the southern margin of the Wedeene River valley.

Segment 27-11: This segment does not cross any terrain with archaeological site potential.

4.3.3. Route A/B

Segment 11-28: This segment does not cross any terrain with archaeological site potential.

4.4. Discussion

Table 1 presents the potential archaeological site impact values for each segment of the proposed transmission line routes. These values are expressed in the number of kilometers of terrain with archaeological site potential per route segment.

Table 1. Archaeological site potential assessment, Skeena - Kitimat transmission line route.

Route Segment*	Site Potential**	Route Segment*	Site Potential**
Route A		Route B	
1-2-3-4-7	1.5	1-13	1.0
1-2-5-6-7	4.2	13-14	3.9
1-2-3-6-7	3.5	13-15	1.9
7-8	3.0	14-16-18-20-22-24	6.1
8-10	9.9	14-15	0.6
8-9-10	1.8	15-16-18-20-22-24	5.0
10-11	1.7	17-18-20-22-24	4.4
10-12	1.6	19-20-22-24	3.6
		21-22-24	2.7
Route A/B		15-17-19-21-23-24	1.5
11-28	0.0	24-25-27	0.8
		24-26-27	1.4
		24-27	1.2
		27-11	0.0.

* As defined in Appendix 1. ** Site potential expressed in number of km across terrain with archaeological site potential.

Several variations have been proposed for route A. The most acceptable route A variation from an archaeological perspective would be 1-2-3-4-7, 7-8, 8-9-10, and either 10-11 or 10-12. Together, this variation traverses 8.0 km of terrain with archaeological site potential. The next best route A variation would be 1-2-3-6-7, 7-8, 8-9-10, and either 10-11 or 10-12, which traverses 9.9 or 10.0 km of terrain with archaeological site potential. Of particular importance, from an archaeological perspective, is the difference in potential site impact between variations 8-9-10, with 1.8 km of site potential terrain, and 8-10, with 9.9 km of site potential terrain.

Several variations have been also proposed for route B. The most acceptable route B variation from an archaeological perspective would be 1-13, 13-15, 15-17-19-21-23-24, 24-25-27, and 27-11. Together, this variation traverses 5.2 km of terrain with archaeological site potential. The next best route B variation would be 1-13, 13-14, 14-15, 15-17-19-21-23-24, 24-25-27, and 27-11, which traverses 8.1 km of terrain with archaeological site potential. Of particular importance, from an archaeological perspective, is the difference in potential site impact between variation 15-17-19-21-23-24, located on the eastern edge of the route B corridor, and the several variations beginning at nodes 14 or 16 which follow the western edge of the corridor, the latter crossing considerably more terrain with archaeological site potential.

In summary, from an archaeological perspective, the most acceptable route within the study area would be the variation which follows the eastern edge of the corridor B (the "Iron Mountain route"). This variation crosses 5.2 km of terrain with archaeological site potential. The two next best variations would cross approximately the same amount of terrain with archaeological site potential (circa 8.0 km) and are the route A variation via nodes 3 and 4 near Lakelse Lake and segment 8-10 along the east side of the Kitimat River valley, and the route B variation along the Iron Mountain route with segment 13-14-15 rather than the more direct 13-15.

Recommendations for the identification of these potential impacts are discussed in the next section of this report.

5.0. RECOMMENDATIONS

Archaeological sites located on provincial land are protected as "Provincial heritage sites" under the *Heritage Conservation Act* (1979). The Archaeology and Outdoor Recreation Branch (AORB) of the Ministry of Municipal Affairs, Recreation and Culture has established an Archaeological Impact Assessment and Review Process (AIARP) for assisting industry in evaluating and mitigating the impact of proposed developments on archaeological sites. Written guidelines for the AIARP are contained in a document entitled *British Columbia Archaeological Impact Assessment Guidelines* (1989) issued by AORB. There are usually three stages to the AIARP: overview, impact assessment, and impact management. The **overview** is intended "to identify and assess archaeological resource potential or sensitivity within a proposed study area" (AORB 1989:8), whereas the **impact assessment** is concerned with (a) the identification and evaluation of archaeological resources within a proposed development area, (b) the assessment of all impacts by the development on archaeological sites, and (c) the development of recommendations for the management of unavoidable adverse impacts on archaeological sites (AORB 1989:10). Lastly, **impact management** consists of the implementation of mitigation, surveillance, monitoring, and emergency measures in situations of unavoidable conflicts between archaeological sites and a proposed development (AORB 1989:14).

The present study is an archaeological overview as defined in the AORB guidelines. The next stage in the AIARP for the Kitimat - Skeena 287 kV transmission line project will be an archaeological impact assessment. The AORB will undoubtedly require an impact assessment for this project because of its scale, location, and extent of potential impact.

It is recommended that (1) THE IMPACT ASSESSMENT TAKE PLACE AFTER THE FINAL TRANSMISSION LINE ROUTE HAS BEEN SELECTED, BUT PRIOR TO CONSTRUCTION START-UP. Ideally, the impact assessment should occur prior to the finalization of project design plans so that project redesign is a possible option for the mitigation of unavoidable adverse impacts.

The impact assessment should (a) undertake an in-field identification of archaeological sites within the selected route right-of-way, (b) assess all potential impacts by the project on archaeological sites, and (c) make recommendations for the management of unavoidable adverse impacts on archaeological sites (AORB 1989:10). It is further recommended that (2) THE IMPACT ASSESSMENT CONSIDER ALL ASPECTS OF PROJECT CONSTRUCTION, OPERATION, AND MAINTENANCE AS THEY RELATE TO ARCHAEOLOGICAL SITES.

Representatives of several Indian Bands expressed concerns how the proposed transmission line might effect traditional village sites and other places of heritage significance to the bands. It is recommended, therefore, that (3) THE IMPACT ASSESSMENT INCLUDE CONSULTATIONS WITH ALL LOCAL INDIAN BANDS FOR THE PURPOSE OF IDENTIFYING ANY TRADITIONAL VILLAGE SITES, OR OTHER HERITAGE PLACES, WHICH MAY BE LOCATED ALONG THE SELECTED TRANSMISSION LINE ROUTE.

Because large areas along most proposed route segments have low or nil archaeological site potential and are not considered to be of archaeological concern (Figure 2), it is also recommended that (4) THE FIELD RECONNAISSANCE FOR THE ARCHAEOLOGICAL IMPACT ASSESSMENT BE RESTRICTED TO THOSE AREAS ALONG THE SELECTED TRANSMISSION LINE ROUTE WHICH (A) ARE CONSIDERED TO HAVE MODERATE OR HIGH ARCHAEOLOGICAL SITE POTENTIAL (THE AREAS OF ARCHAEOLOGICAL CONCERN ON FIGURE 2), AND (B) THOSE LOCATIONS IDENTIFIED AS BEING OF HERITAGE SIGNIFICANCE DURING CONSULTATIONS WITH THE LOCAL INDIAN BANDS.

Lastly, it is recommended that (5) ESTABLISHED METHODS OF FIELD RECONNAISSANCE BE USED DURING THE IMPACT ASSESSMENT, INCLUDING BOTH SURFACE INSPECTION AND SUBSURFACE TESTING, THE LATTER BEING ESPECIALLY IMPORTANT IN HEAVILY VEGETATED AREAS AND AREAS OF HIGH ARCHAEOLOGICAL SITE POTENTIAL. THESE AREAS OF HIGH SITE POTENTIAL INCLUDE WELL-DRAINED RIVER BANKS AND TERRACE MARGINS; RIVER AND MAJOR CREEK CROSSINGS, ESPECIALLY OF CREEKS CONTAINING IMPORTANT FOOD FISH; LAKE SHORES; AREAS IN PROXIMITY TO KNOWN FOSSIL OCCURRENCES; AREAS IN CLOSE PROXIMITY TO PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES; AND REPORTED ETHNOGRAPHIC SITES.

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APPENDIX I

INDIAN HISTORY AND UTILIZATION OF THE KITIMAT TO SKEENA AREA

by Randy Bouchard and Dorothy Kennedy
B.C. Indian Language Project, January 1990

This report is a preliminary overview of the Indian history and utilization of the study area for the Kitimat - Skeena 287 kV transmission line. This overview is based primarily on materials already on file with the B.C. Indian Language Project, Victoria, and has been supplemented by several hours of research in the British Columbia Archives and Records Service. The preliminary nature of this report should be emphasized. The references consulted in this study are included in the References Cited section at the end of the report.

Ethnic and Linguistic Affiliations

Within the study area are lands utilized by Indian people known as the "Lower Skeena Tsimshian" and "Canyon Tsimshian," both of which are speakers of the Coast Tsimshian language (Halpin 1973), as well as lands utilized by the "Kitamaat," who are speakers of the Haisla language (Pritchard 1977, 1985). Most of the northern half of the study area falls within the territory of the Gilutsau, one of the nine Lower Skeena Tsimshian tribes, but the Gispakloats, another Lower Skeena Tsimshian tribe, and the two Canyon Tsimshian tribes, the Kitsumkalum and Kitselas, also used parts of this area (Beynon 1954-1956; Dunn 1978; Garfield 1939, 1951; Halpin 1973; McDonald, Coupland and Archer 1987:plate 13).

Originally the nine or more Lower Skeena Tsimshian tribes wintered in the Prince Rupert Harbour/Metlakatla Passage area. But in the 1830s they began wintering in the area now known as Port Simpson. Eventually they began to stay there year-round, and they became known as the Port Simpson Indian Band (now known as the Lax Kw'alaams Indian Band). Beginning in 1862, some members of these Lower Skeena Tsimshian tribes re-occupied year-round one of their traditional winter village sites in the Metlakatla Passage area. They became known as the Metlakatla Indian Band.

The entire southern portion of the study area falls within the territory utilized by the Kitamaat, one of two tribes speaking dialects of the Haisla language (Lincoln and Rath 1986; Olson 1940; Pritchard 1977; 1985). The Haisla language is classified in a different language family than the Coast Tsimshian language.

In recent times the north-south territorial boundary between the Haisla and the Coast Tsimshian has been recognized to be in that part of the Kitimat River Valley that is located approximately in the middle of the present study area. Where this boundary was in earlier times is not clear. For example, during his research among the Haisla, anthropologist Ronald Olson recorded two versions of a story concerning the origin of the Kitamaat. In one version, it was said that some Kitselas Indians were encountered about six miles upstream from the mouth of the Kitimat River. In the second version, it was noted "a band of Tsimshian of Port Simpson" was encountered living at a site 16 miles up the Kitimat (Olson 1940: 187-189).

The Gilutsau and Gispakloats tribes are included within the present-day Port Simpson (Lax Kw'alaams) and Metlakatla Indian Bands, whereas the Kitsumkalum and Kitselas tribes comprise the present-day

Kitsumkalum and Kitselas Indian Bands, respectively. The Kitamaat tribe is included within the present-day Kitamaat Indian Band.

Annual Round

Culturally, these Indian people were similar. Salmon fishing was the principal occupation of all three groups. The Lower Skeena Tsimshian appear to have been more mobile than their neighbours living in Kitselas Canyon (Coupland 1988:77-79), or the Kitamaat residing along the Kitimat River and Douglas Channel. All of these peoples spent the winter in large dwellings of post and beam structure covered with split cedar planks. But as seasonal resources became available, the Lower Skeena Tsimshian and the Kitamaat dispersed from their winter villages to outlying areas for food harvesting. From their winter villages in the Prince Rupert Harbour area, the people of the lower Skeena first moved to the eulachon fishery at the mouth of the Nass River. Here some of the Lower Skeena people maintained seasonally-occupied houses. The Lower Skeena tribes also fished off-shore halibut in the spring. They fished herring and harvested its roe, and they hunted sea mammals in the spring (Coupland 1988:77-83).

Eulachon was also significant to the Kitamaat, and it was fished mostly in the Kitimat River where clan-owned summer fishing villages could be found. Like the coastal Tsimshian, the Kitamaat fished herring and harvested its roe, and hunted sea mammals in the spring (Pritchard 1977).

Both the coast Tsimshian and the Kitamaat had summer fisheries. There they had more simply-constructed summer dwellings, smokehouses, and drying racks. Berries were processed as they ripened. The men also engaged in land mammal hunting, the meat of which was dried for winter. Once the salmon runs had passed, the people returned to their winter villages where they engaged in winter ceremonials and feasting (Coupland 1988:77-83).

Although salmon fishing was the principal occupation of all three groups who utilized the study area, it was of crucial importance to the Canyon Tsimshian who subsisted mostly on this one resource. The Canyon Tsimshian remained in their winter village while participating in the summer salmon harvest. Eulachon grease was obtained by the Canyon Tsimshian primarily through trade with these other groups of eulachon fishermen. A trade trail connected the canyon area of the Skeena with the Kitimat River.

Indian History

First intensive European contact with the Indian tribes of this area was in the early 1830s with the establishment of the Hudson's Bay Company's trading centre at Fort Simpson. In 1859, Major Downie undertook an exploration of the Skeena River (Downie 1859). With the arrival of the Collins Overland Telegraph in the vicinity of Hazelton in the mid-1860s, the lower Skeena River became a major supply route. In response

to European settlement of the study area in the 1870s and 1880s, resulting in part from gold exploration (Duncan 1885), reserves were set aside for the Kitamaat Indians beginning in 1889 and for the Lower Skeena River people in the early 1890s. Many of these reserves were established to protect Indian fisheries.

"Kit-i-mat" Indian Reserve No. 1 was established on the west side of the Kitimat River not far from its mouth in 1889. This village site was described at that time as "the summer resort of the tribe" and it was noted there was a "valuable fishery here, oolachans [sic], and salmon being taken in large quantities in the tidal water of the river" (Indian Reserve Commission 1889; O'Reilly 1890). "Tsingueise" Indian Reserve No. 5 at the north end of Minette Bay was set aside in 1907 for the Kitamaat (Indian Reserve Commission 1907). "Klak-ak-siouks" Indian Reserve No. 9, situated on the west side of the Kitimat River "about 4 miles" up from its mouth and described as an "old Indian Village," was established in 1916 (British Columbia and Canada 1916:1:242, 251).

Lakelse Indian Reserve No. 25, situated on an important fishery on the Lakelse River near the south end of Lakelse Lake, was established in 1903 for the "Tsimpsean Indians" and the "Lakelse Band." In February of 1916, Indian Reserve No. 25 was confirmed for the "Port Simpson and Metlakatla bands in common." The Reserve was described as an "intermittently occupied ... timbered garden area, berry patch and fishing station." And it was noted that the "Lakelse Band" was also to have "full use of this Reserve." The identity of the Lakelse Band is not certain, and requires further research. A new Reserve, Indian Reserve No. 87, located in the vicinity of Indian Reserve No. 25, was established for the Port Simpson Band for "general purposes" in May of 1916 (Indian Reserve Commission 1903; British Columbia and Canada 1916:3:556, 582, 586).

In 1922 the Kitamaat requested additional lands to be reserved for their use. They asked for "the village sites on the upper Kitimat River," and an enlargement of their main reserve to five square miles beginning from the graveyard site on the south side of Kitimat Arm up to and including Henderson's [Anderson's ?] Ranch" (Paull 1922). These requests were not granted.

Government trapline records for the study area begin in the 1920s. They indicate that Indian people operated, and continue to operate, several traplines in the area (British Columbia Trapline Maps 1950s; Steventon, pers. comm., 1989).

Indian Trails

An important trade trail connected the mouth of the Kitimat River with the Skeena River, running more or less due north and south and following along the east side of Lakelse Lake and the west side of the Kitimat River (Lopatin 1945:91; MacDonald and Cove 1987:2:xii, xv; Morice 1907:map). The trail from Lakelse Lake to the Skeena struck the river about two miles above the confluence of the Kitsumgalum with the Skeena (Poudrier 1892:363).

In the 1890s this same trade trail was used as a mail route. Bags of mail destined for the interior were dropped at Kitimat to be taken overland to the Skeena District. The 14 to 20-day trip was made by dog sled teams that headed north along the Indian trail, through the Lakelse Valley and down to the Skeena. Camp was made at Copper River before they set out on the frozen Skeena to finish their mail run (Boss 1951).

From Onion Lake (southeast from the south end of Lakelse Lake) north to the Skeena, the "Kitimat to Copper City Wagon Road" seems to have followed this original trade trail (British Columbia Trapline Maps [1950s]:sheet 23). Highway 25 today appears to follow this same route from Onion Lake northwards. A notice in the January 1900 edition of the locally-published newspaper Na-Na-Kwa stated that a government contract had been signed to cut a 5-foot pack trail the 45-mile distance from Kitimat to Kitselas. Apparently the job was completed, for reference to this trail appears in the journal of A. K. Stuart's journey from Kitimat to Kitselas in the early 1900s. He stated that "at intervals we struck the Government trail which leads from Kitamaat Arm to Stewart's [on the Skeena], having a length it is said, of 47 miles." As early as 1890 enterprising individuals such as C. W. D. Clifford were promoting a rail link between Kitimat and the Skeena (Boss 1951).

The trail linking the Kitimat Valley with the Skeena was not always used for peaceful purposes. A story explaining the origin of a house of the Eagle clan among the Tsimshian notes that a group of Kitamaat warriors went overland to the village of the Kitsumkalum and took captive a number of the women (Beynon 1954-1956).

According to Tsimshian mythology, the Skeena River once flowed towards Kitimat, as a large dam built by a monster Beaver blocked the Skeena at Kitselas Canyon. A variant story tells how monster Beavers enslaved all hunters who went near the upper reaches of the Lakelse River (Beynon 1954-1956).

Indian Place Names

Several sources have provided data relating to place names in this region. Beginning with the southern portion of the study area, these place names data are presented here in the orthographies in which they were originally written:

1 *l'al'aq'yàs* -- a berry-picking place above Alcan [smelter] (Vink 1980).

2 *c'múc'a* -- native name for Kitamaat (Vink 1980). This term has been translated by Gordon Robinson (Kitimat History 1950s) as 'place of snags'.

3 *wyàgiwamyàs* -- a spring village at the mouth of Kitimat River, where the Haisla people lived during the eulachon run in April (Vink 1980).

4 *wolh* -- the river that flows along Kitamaat village according to Vink (1980).

5 *laáxakas* -- Hirsch Creek (Vink 1980). This name was translated as 'thimbleberry place' by Ronald Olson (1940) who stated it was formerly a village site. Presumably this village was located at the mouth of Hirsch Creek.

6 *k!laxglálisla* -- meaning 'level valley' (Olson 1940:189), a village site located about a mile upriver from the mouth of the Kitimat River. Haisla Indian Gordon Robinson (1956) applied this name to the entire Kitimat Valley and translated it as 'gravel bank,' although Joseph Gray stated that this name for the valley should be translated as 'going straight up with wind at stern' (Kitimat History 1950s).

Around the turn of the century the village was used only during the summer, and was known as "Old Town." A description and illustration of Old Town appeared in the locally-published newspaper called Na-Na-Kwa (1901). It noted that the village was situated at right angles to the river. It consisted of two rows of long houses divided by a slough which at high tide served as a harbour and passageway for canoes. At low tide, the slough was mostly drained. The long houses were built in the traditional style with one door, no windows, and a smoke hole in the roof of the one-room structures. According to Sam Robinson, Old Town was "north of the present village but south of stream which flows into east side of inlet" (Kitimat History 1950s).

There were several places for fishing eulachon associated with Old Town village. A 200 yard-long section of the river upstream of the village was a salmon fishery (Olson 1935; 1940:180). Tirrul-Jones (1984) reported small circular depressions at this latter location.

Food resources observed in the Kitimat village included salmon, trout, char, eulachons, bear, cariboo, cranberries (Going 1899), and huckleberries (Olson 1940:188). Crabapples in great abundance were also found here. In 1897 the Kitamaat sent a petition to the Provincial Government requesting that their crabapple gardens, "planted by nature in the old time for the use of Indians for both food and medicine," be reserved for Indian use alone (Morrison 1897).

7 *Kwa-Kwa-Na-Las-Dums* -- 'yellow cedar mountain,' the name applied to a "little mountain near Anderson Creek" near the mouth of the Kitimat River. Here cedar was stripped from trees, tied in bundles, and soaked in a slough near the Alcan smelter site (Robinson 1974:3).

8 *Vlak-ak-siouks* -- an old village located "about 8 miles" up the Kitimat River (Lopatin 1945:93). Lopatin noted that the site was home to 300 people and that it had last been used in the late 1800s with structural remains visible in the 1930s.

9 *Canim-mac* -- an old village located across the river from the former village of *Vlak-ak-siouks* (Lopatin 1945:93).

10 *Wajewleesa* -- a village said to be situated "near the site of the present day highway bridge across the Kitimat River halfway to Terrace." This village, according to Gordon Robinson, was originated by members of the Killer Whale clan who separated from the rest of the Kitamaat after a dispute about the share of the salmon they were receiving from the Sand Hill fish weir. They built their own weir at their new village site (Robinson 1960).

11 *Khulhatzie* -- 'the nest,' name for the site of the Anderson Ranch given by Gordon Robinson (Kitimat History 1950s).

12 *Khowqu'peega* -- 'Indian knife in a tree,' another name for the site of the Anderson Ranch according to Gordon Robinson (Kitimat History 1950s).

13 *Pahqu* -- a village situated on the west side of the head of the Inlet. The houses here were built on a foundation of split cedar planks because the ground was swampy. This site, noted Robinson, was concealed from the raiding Haida Indians.

14 *Awadz'aweece* -- meaning 'flat land,' refers to the tidal flats at the mouth of the Kitimat River (Kitimat History 1950s).

15 *Yaxde* -- meaning 'brackish stream,' was one of the streams entering the tidal flats.

16 *Kwung'aad* -- meaning 'place of frogs,' refers to the waterfall near the wharf (Kitimat History 1950s). Another unidentified Kitamaat man stated that this site was named after frogs because a large rock situated there was in the shape of a frog.

17 *Kiough* -- a tributary of the Kitimat River. Near the source of the Kiough lived a large supernatural bird. Its home was a rock cavern in the perpendicular rock face of the mountain. After capturing its prey, this monster bird tossed the bones out of the entrance to its home, so that a pile of bleached white bones could be seen at the base of the cliff. When the Indians camped near this site, they threw a bit of their best food onto the fire to appease this bird. If this was not done, the offender would hear the bird's shrieks. He would then either die of illness as a result of the shock, or mysteriously disappear (Na-Na-Kwa 1900).

18 *Lakelse* [Lake] -- anglicized from the Indian term meaning 'place of fresh water mussels' (Beynon 1954-1956; Poudrier 1892:363). Poudrier, who surveyed this area in 1891, noted that there were quantities of "freshwater clams" in both the lake and the river, in addition to salmon, trout and char. The lake was also said to be the only place in this area where eels were plentiful. They were caught, dried and traded to other native people.

Beaver, a great delicacy among the Tsimshian, were also caught at Lakelse Lake (Beynon 1954-1956). Poudrier (1892:363) noted that an Indian village was situated at the mouth of the Lakelse, but was nearly abandoned at the time of his visit in 1891. This village apparently belonged to the Gilutsau tribe of the "Tsimsiyan proper" (Beynon 1954-1956).

Figure 2. Kitimat - Skeena 287 kV transmission line corridors archaeological site potential map.

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